

SPORTSMEN WORK FOR PROPAGATION OF FISH AND GAME

Through cooperation between rod and gun men, King county, Washington, of which Seattle is the seat, has commenced to bring back the wild life that had almost been extinguished, said H. C. Copeland, publisher of Western Sportsman, who is in Portland today.

"One hundred and fifty anglers were sworn in as deputy fish wardens at their own request," said Copeland. "They are pledged to wear their stars outside their coats in plain view while they are on the trout streams and to make a report to the county game warden regularly every week. Nothing has gone farther to repress violations of the law. Most of them wear the membership button of the Washington State Sportsmen's association, which pledges them neither to participate in nor permit the looting of the streams and the fields."

"More game fish eggs have been taken during the last six months than during the entire previous history of King county. More than 250,000 Cutthroat trout eggs have been taken and are in process of hatching. Some of the brood trout in the pools at the hatchery have attained a weight of six pounds and will double the yield of eggs this year. We had begun to fear that the Cutthroat trout was extinct. Silver trout eggs have been traded for 2,500,000 Eastern brook trout eggs and about as many more Rainbow trout eggs have been traded for 4,000,000 bass and pike eggs have been secured by exchanging the eggs of silver trout."

"The king county game warden is planning to hatch and rear 10,000,000 game fish every year. The sportsmen have secured a lease on 4000 acres of logged-over land and have cleared and seeded more than 800 acres, preparing it as a bird refuge. We feel that a game-keeper and family on the property. A crew of men is now out trapping quail, Chinese pheasants and other birds to place them on the refuge. That work has been done by the sportsmen and shows what rod and gun men can do for fish and game propagation and protection with proper cooperation on the part of the fish and game officials."

MILK DEALERS BALK ON DROP IN CITY PRICE

(Continued From Page One)

It came showering back to the farm, refused by the distributor. The distributor sells skim milk to the restaurants and other large users and profits from the added value of the cream taken off.

"Milk by-products are more profitable than fresh milk and the distributor knows it. He takes the residue of every bit of cream he can get."

"When the distributor sells to retail stores at 15 cents a quart he is disposing of a very small part of his stock. His big sale is the house to house delivery of bottled milk, on which his profit is approximately 100 per cent. At the same time the farmer has to bear the burden of the purchase, housing, feeding and milking his cows. The distributor's cost is in bottling and delivering."

PAY BILL OR MORE FOR MILK

"Here's another point. Fail to pay your milk bill in advance before the fifteenth of the month. Watch the distributor tack on an extra cent for every quart not paid for in advance. The distributor gets 15 cents a quart for the milk that is paid for in advance. If not paid for in advance, that work on the same milk costs the consumer 16 cents a quart."

"While that is going on the milk producers get paid only once a month by the distributor and then only at the end of the month. Don't catch the distributor paying the farmer before the end of the month."

"The producer, therefore, carries not only his own burden but by this system of payment he practically finances the milk distributor from month to month. The distributor collects nearly 100 per cent in advance and then that money to work with throughout the month."

"There is very slight possibility of loss for the distributor. He declines to

accept even the most slightly soured milk from the producer. He gets only the best."

There the matter stands. The Oregon Dairyman's league, according to Alma D. Katz, its president, believes the next move is up to the distributors. The distributor believes the league is unfair in its demands and a counter-contract is being prepared by the distributors.

"We want to get together with the league," Mr. Katz declares, "but we can't stand by and take any medicine the league wants to pass out."

"WOUND" MADE BY REMOVAL OF HAIR HELD NO ACCIDENT

Salem, March 23.—A "wound" resulting from the removal of an ingrowing hair on the chin cannot be said to be "accidental," in the sense that it would entitle the "wounded" party to collect accident insurance on the strength of such an injury, in the opinion of the Oregon supreme court.

In an opinion written by Justice Harris, the court this morning reversed Judge J. P. Kavanaugh of the Multnomah county circuit court in his decree in favor of T. W. Kendall, who had sued the Travelers' Protective association for the payment of accident insurance during his 33 weeks' disability from the effects of blood poisoning said to have followed an operation by a barber for an ingrowing hair.

According to Kendall's testimony the "wound" was received in the course of an altercation between the barber and a towel man. The barber denies the altercation. The case is sent back to the lower court to determine this point.

Other opinions were handed down this morning as follows:

Elmira Lumber company versus R. J. Owens et al., appeal from order of will of Margaret A. Hurst, et al.; appeal from Douglas county; suit involving title to lots in Myrtle Creek. Opinion by Justice Bean. Judge J. W. Hamilton et al. affirmed.

George W. Rice et al., appellants, versus Austin C. Rice et al., appeal from Wasco county; suit to contest will. Opinion by Justice Burnett. Judge W. L. Bradshaw affirmed.

Anti-Zoning League Is Organized for Defeat of Measure

The Citizens Anti-zoning league was organized at a meeting in the Oregon building Monday night by 50 property owners and representatives of various business and residence sections. The league proposes to initiate a referendum on the city zoning ordinance recently passed by the council, on the grounds that it is discriminatory and favors the interests of certain large estates at the expense of small property owners.

Fred W. Mulkey was elected president of the league, Webster Kincaid secretary and T. A. Edwards, treasurer. Members of the executive committee include Fred W. German, W. B. Shively, Edwards, F. V. Holman, Kincaid, Ralph Dunaway, E. F. Davidson, A. R. Ritter, J. C. Davidson, Herbert Gordon, A. Shapiro, Dorris E. Keasey, Dan Kellisher, A. Bonham, G. M. Munly, C. McKenna, F. O. Brockman, W. C. Bristol, W. D. Fenton, J. Allan Harrison, Dr. W. G. Cole and I. N. Day.

Attacks Republican Economy Program

Washington, March 23.—(U. N. S.)—An attack was made on the Republican economy program in the house by Representative Kitchin, Democratic leader. "If I voted for all the bills introduced by the Republican leaders, I would vote for the expenditure of \$2,100,000,000 of the public's money," Kitchin said.

BUILDING TRADES SIGN SAME WAGE SCALE FOR 1 YEAR

Industrial peace, so far as Portland building trades are concerned, is promised by an agreement on wage scale and working conditions, between the Building Trades council and the Building Contractors' association. The agreement was reached today and provides for a continuance of the contract in force last year until May 1, 1921, or until the adoption of a subsequent agreement. The minimum wage provided for common labor is \$6 per day and for skilled craftsmen as high as \$9 per day.

At a meeting Monday afternoon of a joint conference board composed of representatives of the contractors and the unions it was voted that both organizations be urged to continue last year's agreement. The Building Trades council at a meeting Monday night adopted the recommendation of the joint committee and the matter will be acted upon by the Building Contractors' association Wednesday evening.

According to O. G. Hughson, manager of the Builders' Exchange, there is no question as to the attitude of the contractors' association toward the working agreement, and he believes it will be unanimously adopted. During the time the agreement has been in force there has been no cessation of work on account of labor troubles in the building trades.

The agreement provides for arbitration of all disputes and adjustment of wage scales to meet living conditions. There is not now pending any question involving a rise in wages among building tradesmen, according to Hughson.

A recent survey of retail market conditions, covering the cost of clothing, groceries, meat, tools and other merchandise by working men at stores patronized by them, together with a survey of rental costs, shows fluctuations averaging 1 1/2 per cent during the past six months, Hughson states and this does not justify raising or lowering wage scales at this time.

CITY OWNED STREET RAILS RECOMMENDED

(Continued From Page One)

should be owned from curb to curb and maintained as any other street. In the purchase of the tracks and the relief of the public burdens lies the prospect of a reduced fare and the taxpayers' opportunity to assume an equitable proportion of the expense of the transit system.

"Were this commission obsessed with the idea that an immediate increase in fares is the one and only solution for the transit problem, an order to that effect could readily be issued. Such action might, however, be construed as an attempt upon our part to influence, by duress, the votes of the electorate, and we believe it ill advised to take any action which might be so interpreted. We believe the voter should be allowed to express his views upon the principles involved in this situation, unflinched by any other issued fixing fares."

COREY FOR RAISE

The order, which is signed by Commissioners Fred G. Buchtel and Fred A. Williams, is accepted by Commissioner H. H. Corey, who declares for a

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fare of at least 7 cents, with a 1 cent transfer, which, he insists, "is necessary to insure continuity of service and redound to the best interests of the carrier, the city of Portland and the streetcar company."

"In my opinion," Corey writes in his dissenting opinion, "a reasonable increase in fare at this time, sufficient to meet the cost of maintaining the streetcar system, and the placing of the measure upon the ballot, and after the voters have registered their desires in the matter, the commission could again review the rates, as it will have to do in either event."

FORMER VOTE CITED

Four months after the 6 cent fare order went into effect in Portland, Corey points out, the voters of the city, by a vote of 27,287 to 5,687, refused to abolish municipal impost, aggregating approximately \$200,000.

"The voters having refused to relieve the car company from approximately \$200,000 impost in 1918," declares Corey, "I do not believe they are going to vote this year to relieve the car company of said sum and obligate the city to expend \$5,000,000 to acquire the streetcar tracks and go into partnership with the car company to an extent never before attempted by any city in the United States."

"The only city of which I am aware that is the owner of the streetcar tracks other than those cities wherein municipal ownership obtains, is in Canada. Said city owns the car tracks which are leased to the car companies, but it is a well known fact that maintenance has always been so far deferred by the city that the track is constantly in a hazardous condition."

OPEN MINDS ASKED

In support of the recommendations contained in the order for the relief of the street railway problem in Portland, the commission contends that "if adequate car service is to be continued at a minimum rate of fare, the car rider and the general public must forgo such prejudices as they may have had and adapt themselves to the situation as it exists today under regulation of the welfare of the car rider and the public is analogous to that of the company."

"The ultimate end desired" is to increase the revenue without increasing unequal burdens, says the opinion. "The present complication might be viewed as a three-cornered partnership, wherein ignoring one would be disregarding the interests of the others. Demands from one are discriminatory in operation against his partners become exactions, in effect, which work toward the disruption of the system, and failure of the plan is inevitable."

"These so-called burdens, paving, bridge rentals, franchise taxes, car license and free transportation are more directly under the authority of the municipal officers of the city of Portland, and an amendment to the charter will be required to relieve the car rider from payment thereof."

"We believe that the present charter and franchise provisions, by which the general public profits at the expense of the car rider, are unfair, unjust and discriminatory and that, through proper procedure, the car riders of Portland should be given further opportunity, at the May elections in 1920, to voice their sentiments, through the ballot, in relation thereto."

TAXATION HELD DOUBLY

The car rider is doubly taxed in effect, the order says.

"The street railway system is performing an important and necessary public service, yet under the present plan of providing the cost thereof only the car rider contributes," the order says.

"And, not only does the car rider provide the entire cost of maintaining the rapid transit system for the city, but in addition he carries a portion of the cost of paving streets, pays a rental for the use of bridges, which belong to the public; pays for the privilege of riding on public streets, through the medium of franchise taxes and car licenses, and pays for a portion of the cost of city government through the free transportation of city employees. In effect, it is double taxation."

"As we have heretofore asserted, paving adds nothing to the efficiency or ease of operating the street railways, and is of no benefit to the company nor its patron, the car rider. Such advantage as is derived from its existence accrues to the taxpayer or general public, or, when more directly localized, to the abutting property owner, to the automobile owner or any other person who may have occasion to use the public streets. Yet, under the present system, this burden is placed upon the company and must ultimately be paid by the car rider in the form of fares. The injustice is apparent."

"Referring to bridge rentals paid as a toll by the car rider for crossing the city bridges, the order says: 'The man who crosses the bridge in an automobile or truck, with passengers or merchandise, occasions at least as much if not more damage, yet pays no toll, neither does the pedestrian, causing an obvious discrimination between the various kinds of traffic.'"

"The order declares fallacious reasoning is responsible for imposition of franchise taxes and bridge tolls on the car rider, and that the practice of requiring the fare-paying car rider to furnish free rides to city employees is untenable."

"From the testimony given in the recent hearing in this matter," it says, "not only did it seem to be the consensus of opinion that the unjust burdens above outlined should be removed, but would now be removed by the voters of the city of Portland. If properly presented to them, but that some additional means should be found to take from the shoulders of the car rider and place upon those of the general public an equitable proportion of the cost incident to the furnishing of street railway service. Thus would the pressure be equalized to correspond to the benefit received."

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BRANCH OFFICE WILL BE OPENED IN JAPAN



Latimer Whitney, formerly of Portland, now of San Francisco, will sail March 29 for the Orient to open a branch office of the Pacific Coast Steel company in Japan. Whitney passed through Portland Sunday on his way to Seattle to make final arrangements with the Seattle office before his departure. He was accompanied by L. J. Soracco of San Francisco.

Whitney has been in charge of the foreign department of the Pacific Coast Steel company for some time and will be the representative of that firm in the Orient. Whitney expects to spend a few hours in Portland Wednesday before returning to the South. He is the son of Mrs. Edward D. Whitney and a brother of Miss Helen Whitney of this city.

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PRESIDENT WILL VETO KNOX RESOLUTION FOR SEPARATE PEACE PACT

By Hugh Baillie
Washington, March 23.—(U. P.)—President Wilson will veto the Knox resolution declaring a state of peace with Germany, or any other measure congress may pass in an effort to bring about peace without ratification of the Versailles treaty, it was learned today.

The president is "standing pat" for the Versailles treaty or nothing. His only concession will be as previously announced, negotiation of "modus vivendi" agreements with the allies and Germany to preserve American rights under the Versailles pact until the voters express their wishes in the presidential election.

No move is expected to come from the White House until congress has acted on the Knox resolution. The president, it is believed, desires first to veto this measure and then to announce that the treaty fight is in the campaign. Whether

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this will be followed by announcement of his own candidacy for a third term is still problematical, depending largely upon the advice of his physician, Dr. Grayson.

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